

work space will occupy 8.82 acres. Of this east side work space only 0.54 acre is presently forested (0.25 acres is forested wetland). The remainder of the work space on the east side is located either on existing permanent right-of-way or in a cultivated field, both of which have previously been cleared.

On the west side of the river (where crossing segment fabrication and pre-testing will occur) temporary work space will occupy 22.94 acres. Of this west side work space only 3.12 acres is presently forested (2.56 acres is forested wetland). The remainder of the work space on the west side is located either on existing permanent right-of-way or in a cultivated field, both of which have previously been cleared.

In summary, areas requiring additional clearing for the installation of Main Lines C and D are relatively minor. Of these additional cleared areas only 3.66 acres are forested and of those only 2.81 acres are forested wetland.

2. Clearance has been received with respect to endangered/threatened species from the U.S. Fish and Wildlife Service. The Alabama Natural Heritage Program provided Transco with a list of candidate and protected species within the general area of the project. Transco evaluated this list in the context of the project to ensure that the project will not impact these species; the evaluation verified that the project will not impact these species.

3. Clearance has been received from the Alabama State Historical Preservation Officer ("SHPO") with respect to cultural resources related to the project area. There is a known archaeological site on the east bank of the Tombigbee River to the north of the project area that will not be impacted by this project; thus, the SHPO has no concern with regard to this site. Transco has contacted several Native American groups. Transco states that it does not consider in situ replacement a practical option because such conventional replacement would be subject to the same erosive forces of the river.

4. Transco states that the proposed installation and removals will improve the visual or aesthetic value of the river banks at the Tombigbee River crossing by allowing native revegetation and dynamics of the river to control the natural succession of the banks at the crossing. Transco will implement measures to restore and stabilize the construction work spaces and abandoned rights-of-way.

Therefore, Transco states that in view of (1) the essential need for the Tombigbee River crossings to be able to move gas from Transco's production areas to Transco's market areas, and (2)

the de minimis environmental impact of such project, Transco requests the Commission to issue a certificate and construction clearance by January 8, 1996 so that security of the Tombigbee River crossings can be assured as soon as possible. By this application, Transco also seeks authorization to abandon in place and by removal the portions of its Main Lines C and D at the Tombigbee River which will be replaced. Gas transmission across the Tombigbee River will be unaffected by these abandonments. The cost of the Line C removal work is estimated to be \$140,000. The cost of the Line D removal work is estimated to be \$201,540.

It is further stated that on the west bank at the location of the Tombigbee River crossings, Transco has interconnections on Main Lines C and D that enable gas to flow into a meter and regulator (M&R) station for downstream delivery to a plant owned by American Can Company ("American Can"), which is north of the crossings on the west bank. As a result of the replacements of Lines C and D, as above described, a reconfiguration of the American Can interconnections will be necessary. One new interconnection with the M&R station will involve conventional installation of approximately 1,200 feet of 4-inch diameter pipe from the M&R station west to a tap on the new segment of Line C. This will effectuate delivery of gas from of Line C to the M&R station. A second new interconnection will involve conventional installation of approximately 30 feet of 4-inch diameter pipe from a new tap on Line D to a tee near the western terminus of the above-described 1,200-foot 4-inch line. This will effectuate delivery of gas from Line D to the M&R station.

The estimated cost of installation of the 1,200-foot line is \$154,718. The estimated cost of installation of the 30-foot line is \$83,924.

By this application, Transco also seeks authorization to abandon by removal the interconnections between existing Main Lines C and D and the M&R station. Gas supply to the American Can plant will be unaffected by these abandonments. The estimated cost of removal of the interconnection between Main Line C and the M&R station is \$5,000. The estimated cost of removal of the interconnection between Main Line D and the M&R station is \$12,000.

Any person desiring to be heard or to make any protest with reference to said application should on or before December 14 1995, file with the Federal Energy Regulatory Commission, Washington, DC 20426, a motion to

intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211) and the Regulations under the Natural Gas Act (18 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceedings. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a motion to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if not motion to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a motion for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Transco to appear or be represented at the hearing.

Lois D. Cashell,

Secretary.

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[Docket No. CP96-10-001]

**Transwestern Pipeline Company;
Notice of Amendment to Application**

December 4, 1995.

Take notice that on November 29, 1995, Transwestern Pipeline Company (Transwestern), P.O. Box 1188, Houston, Texas 77251-1188 filed an amendment (Amendment) to its original application in Docket No. CP96-10-000, which was filed pursuant to Section 7(c) of the Natural Gas Act, the purpose of which is to conform Transwestern's application to the following: (1) The Purchase and Sale Agreement and Ownership and Operating Agreement executed November 3, 1995 between Transwestern and Northwest Pipeline Corporation (Northwest); and (2) Northwest's application for abandonment authorization filed on

November 13, 1995 in Docket No. CP96-60-000, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Transwestern states that on September 22, 1995, Transwestern and Northwest executed a Letter of Intent (LOI) providing for the purchase by Transwestern and the sale by Northwest of a 77.7 percent ownership interest in Northwest's south-end mainline extension facilities extending from the Ignacio Compressor Station near Ignacio, Colorado to the Blanco Hub near Bloomfield, New Mexico (the La Plata Facilities). It is stated that the LOI provides that the exact level of interest and capacity was subject to change in order to permit Northwest to serve changes in receipt and delivery points which were made by Northwest's customers as of October 20, 1995.

Transwestern states that in its application, Northwest would retain 24,000 Dth/d of south flow delivery capacity, but Transwestern did not specify a specific amount of north flow delivery capacity which would be retained by Northwest. It is stated that in the Sales Agreement, Northwest and Transwestern agreed that Northwest would retain 23,811 Dth/d of south flow delivery capacity and 212,788 Dth/d of north flow delivery capacity, subject to adjustment to reflect in-kind fuel reimbursement. Under the terms of the Sales Agreement, Transwestern will acquire all capacity on the facilities not specifically retained by Northwest, which will include approximately 276,300 Dth/d of north to south capacity through the La Plata A compressor. Inasmuch as Transwestern's application listed such figure as 276,000 Dth/d, Transwestern amends that figure to reflect that it will hold 276,300 Dth/d of north to south capacity through the La Plata A compressor.

In the text of its application, Transwestern stated that it would take assignment of seven firm transportation contracts subscribing a total of 201,000 Dth/d of capacity. However, since the actual capacity subscribed under the seven firm contracts to be assigned is 201,900 Dth/d, Transwestern proposes to amend the application to reflect the actual figure.

Transwestern states that its application reflected a total estimated purchase price of \$21 million, which included Transwestern's payment of a portion of the cost of certain necessary modifications to be constructed prior to closing. The application stated that the total cost of such modifications was \$4.9 million. It is stated that in the Sales Agreement, the list of modifications was

amended, which resulted in a reduction in the total cost to construct such facilities from \$4.9 million to \$3.9 million. In addition, it is stated that the Sales Agreement contains minor revisions to the property description and net book value contemplated by the LOI, which in turn also affected the purchase price.

In addition, under the Sales Agreement, Transwestern is also required to reimburse Northwest for 77.7 percent of the reasonable cost incurred by Northwest prior to closing to overhaul the La Plata A compressor station, with Transwestern's cost not to exceed \$300,000. Transwestern states that such cost is to be added to the purchase price to be paid by Transwestern at closing for the La Plata Facilities.

Transwestern contends that the Sales Agreement further obligates Transwestern to pay 100 percent of the cost for Northwest to install, prior to closing, a regulator at the interconnection of the La Plata Facilities at El Paso-Blanco. It is stated that the regulator will become a part of the La Plata facilities to be acquired by Transwestern at closing, but is not included as part of the necessary modification. Transwestern states that the total cost for such regulator is estimated to be \$346,000.

Transwestern also seeks to have the application amended to reflect the revised estimated purchase cost of \$20.6 million. In addition, Transwestern states that the depreciation expense and other taxes have been reduced to reflect the lower purchase price for the La Plata Facilities.

Any person desiring to be heard or to make any protest with reference to said amendment should on or before December 26, 1995, file with the Federal Energy Regulatory Commission, Washington, DC 20426, a motion to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a motion to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by

Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and procedure, a hearing will be held with further notice before the Commission or its designee on this application if no motion to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a motion for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Transwestern to appear or be represented at the hearing.

Lois D. Cashell,
Secretary.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-5343-4]

Agency Information Collection Activities Under OMB Review; Approval of State Coastal Nonpoint Pollution Control Programs Under CZARA Section 6217

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the extension for the currently approved Information Collection Request (ICR) for the Approval of State Coastal Nonpoint Pollution Control Programs under CZARA Section 6217 described below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR extension describes the nature of the information collection and its expected burden and cost.

DATES: Comments must be submitted on or before January 8, 1996, to Sandy Farmer, Mail Code 2136, Regulatory Management Division, U.S. Environmental Protection Agency, 401 M St., SW., Washington, DC 20460.

FOR FURTHER INFORMATION OR A COPY CALL: Sandy Farmer at EPA, (202) 260-2740, and refer to EPA ICR No. 1569.03.

SUPPLEMENTARY INFORMATION: *Title:* Approval of State Coastal Nonpoint Pollution Control Programs under CZARA Section 6217 (OMB Control No. 2040-0153; EPA ICR No. 1569.03). This